

FE 157

WIRE DRAG

Diagrams 1000-3 & 1229-2

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

(HYDROGRAPHIC)

Type of Survey Wire Drag

Field No. PBS-4156WD

Office No. FE-157WD (1956)

LOCALITY

State North Carolina

General Locality Atlantic Ocean

Locality East of Bodie Island

1956

CHIEF OF PARTY
CDR K.S. U1m

LIBRARY & ARCHIVES

DATE June 20, 1957

☆ U.S. GOV. PRINTING OFFICE: 1976-669-441

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as;

FE No.16, 1957WD

FE 157
WIRE DRAG

FENo. 16 1957
WIRE DRAG

Diag. Cht. Nos. 1000-3 and 1229-2.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

WIRE DRAG WRECK

Type of Survey INVESTIGATION

Field No. PBS-4156WD Office No. F.E.No. 16
(1957) W.D.

LOCALITY

State NORTH CAROLINA

General locality ATLANTIC OCEAN

Locality EAST OF BODIE ISLAND

194 56

CHIEF OF PARTY

K.S. ULM, COMDR.

LIBRARY & ARCHIVES

DATE

JUN 20 1957

B-1870-1 (1)

FENo. 16 1957
WIRE DRAG

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

REGISTER No.

Field No. PBS-4156WD

State NORTH CAROLINA

General locality ATLANTIC OCEAN

Locality EAST OF BODIE ISLAND

Scale 1:40,000 Date of survey 16 May to 24 June 1956

Instructions dated 28 January 1955

Vessel PARKER, BOWEN & STIRNI

Chief of party K.S. ULM

Surveyed by K.S. ULM, D.G. RUSHFORD, R.C. DARLING, W.R. KACHEL,
C.R. REED, O.L. DOSTER

Soundings taken by ~~hydrographic recorder, hand lead wire~~

Fathograms scaled by FIELD PARTY

Fathograms checked by FIELD PARTY

Protracted by FIELD PARTY

Drag strips inked by:

~~Soundings penciled by~~ FIELD PARTY

Soundings in ~~XXXXXX~~ feet at MLW ~~XXXXXX~~

REMARKS: This survey is a wire drag investigation of off-shore
wrecks.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

RECEIVED
MAIL ROOM

546

(1956)

POST-OFFICE ADDRESS:

Ships PARKER-BOWEN-STIRN

TELEGRAPH ADDRESS:

General Delivery
Morehead City, N. C.

JUL 9 8 51 AM 1956

EXPRESS ADDRESS:

9 June 1956

COAST & GEODETIC SURVEY

TO: THE DIRECTOR
Coast and Geodetic Survey
Washington 25, D. C.

SUBJECT: Special Report on Wrecks - Project 1377

REFERENCE: (a) Instructions dated 28 January 1955
(b) Instructions dated 17 February 1956

In accordance with paragraph 18 of Reference (a) a special report on wrecks is respectfully submitted:

ITEM 27 - WRECK NO. 635 - NAME UNKNOWN:

This wreck was not found by sonar search probably due to the steep beach close inshore from the wreck which would muffle the sonar returns from the wreck. The drag grounded about 50 feet inside the N buoy, in latitude $35^{\circ}50.73' N$, Longitude $75^{\circ}33.35' W$, with an effective depth of 15 feet. The least depth obtained was 15 feet in general depths of from 20 to 25 feet. No attempt was made to clear this wreck because it was considered dangerous for the Guide Launch to run inshore the necessary distance to insure clearing the wreck. The Guide Launch was running just outside the breakers when the drag grounded. Depths are based on observed tides at Kittyhawk Fishing Pier, N.C. It is recommended that the wreck be charted in its new position.

ITEM 26 - OBSTRUCTION REPORTED:

An intensive sonar search was made within a radius of four statute miles of the charted position of this obstruction, without finding the obstruction. An area within a radius of $\frac{1}{2}$ nautical miles of the charted position was dragged. Some reconnaissance hydrography was accomplished in the dragged area to aid in determining drag settings. Several sand ridges were found in the area with controlling depths of from 45 to 57 feet. The area was cleared with effective depths of from 43 to 52 feet. Depths are based on observed tides at Kittyhawk Fishing Pier, N. C. It is recommended that this obstruction be deleted from the chart.

In the vicinity of this obstruction two additional items were investigated as follows:

N.O.N.M. 32

8/11/56

Receipt ack. by form ltr.

7/23/56 jcc

Applied to 1109 - 8/23/56 - GFD
" " 1229, 7/17/57 WE

546

JUL 9 1956

ADDITIONAL ITEM A - REPORTED 22 FOOT SHOAL:

This shoal is charted in Latitude 35-53' N, Longitude 75-31' W. Reconnaissance hydrography failed to verify this shoal. The charted position falling in general depth of 63-64 feet. The area was cleared with 48½ feet effective depth. Depths are based on observed tides at Kittyhawk Fishing Pier, N. C. It is recommended that this reported shoal be deleted from the chart.

ADDITIONAL ITEM B - REPORTED 27 FOOT SHOAL:

This shoal is charted approximately in Latitude 35-53' N, Longitude 75-32' W. The reconnaissance hydrography found a sand ridge about 0.2 of a nautical mile east of the charted position. This ridge was fairly well developed and the least sounding obtained was 29 feet. The sand ridge was cleared with effective depths of 26½ to 28½ feet. Depths are based on observed tides at Kittyhawk Fishing Pier, N. C. It is recommended that this shoal be retained on the chart.

ITEM 3b - WRECK 866 - BARQUE (5152 GT):

The investigation of the inshore position of this wreck was reported in my letter dated 8 June 1956. An intensive sonar search was made within a radius of four nautical miles in a northerly, southerly and westerly direction and two nautical miles in an easterly direction from the charted offshore position of this wreck. The depth exceeded 175 feet in the area which is beyond the limits of this party's drag equipment. No attempt was made to drag the area but an attempt was made to use a wire sweep, however this was unsuccessful as the intermediate buoys were too small to support the weight of the ground wire. The sonar search failed to disclose any evidence of a wreck in this area.

ITEM 24 - WRECK NO. 865 - OLYMPIC (5,335 TONS):

This area was particularly difficult to drag and to make a sonar search due to numerous sand ridges and truncated shoals. It was necessary to make a reconnaissance hydrographic survey over the area to be dragged in order to determine drag settings. A sonar search was made within a radius of four statute miles of the charted position and an area within 1½ nautical miles of the charted position was dragged. Controlling depths range from 56 to 65 feet. The area was cleared with effective depths of from 50 to 68 feet. A possible sonar contact about two nautical miles northeast of the charted position was dragged. The contact fell in deep water between two sand ridges, this area was cleared by effective depths of 65 and 78 feet. Depths are based on observed tides at Kittyhawk Fishing Pier, N. C. Although no indication of the wreck was obtained it is entirely possible that one of the sand ridges or shoals were the results of the wreck sanding over. It is recommended that this wreck be charted as clear at the minimum effective depth of 50 feet.

See Review

add 50 foot depth no basket or mark wreck

8 fm to chart 1109

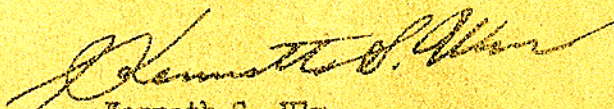
HRB

JHR

Deleted from
Graphic dwg. for
N.A. 4/10/59 L.S.S.
- 3 -
ITEM 100 - WRECK E. D. 1

old pos: 36° 56' 45" N.
76° 02' 37" W.

An area of approximately one square statute mile was dragged with effective depths of from 33 to 39½ feet without grounding on the wreck. Depths are based on observed tides at Little Creek Amphibious Base. Large vessels anchor frequently in this area while waiting for a pilot or while engaged in amphibious training operations. It is recommended that this wreck be deleted from the chart.



Kenneth S. Ulin
Commander, C&GS
CHIEF OF PARTY

cc: Norfolk District Officer

436

(1956)

RECEIVED
MAIL ROOM

DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Ships PARKER-BOWEN-STIRNI
416 Post Office Building
Norfolk 10, Virginia

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

JUN 4 9 16 AM 1956

L.M.C.
J.H.2.COAST & GEODETIC SURVEY
28 May 1956

TO: THE DIRECTOR,
Coast & Geodetic Survey,
Dept. of Commerce Building,
Washington 25, D. C.

SUBJECT: Report on Wrecks - Project No. 1377 L-93(1956)

REFERENCE: Paragraph 18, Instructions dated 28 January 1955.

Item No. 25 - Wreck No. 406

A sonar search was made in the area of the wreck and no obstruction was found. However, several sand ridges which are not charted were discovered. One of which was found near the charted position of the wreck in Latitude 35 - 53.2' N and Longitude 75 - 16.8' W. This shoal may or may not be the result of the sunken submarine sanding in. A least depth of 65' was found and it was cleared with an effective depth of 62 feet.

Another shoal with a least depth of 61 feet was found in Latitude 35 - 52.6' N and Longitude 75 - 16.4' W. While dragging at an effective depth of 61 feet, buoy No. 9 bumped bottom momentarily, the shoal was cleared with an effective depth of 58 feet.

A sand ridge with a least depth of 66 feet was found in Latitude 35 - 54.5' N and Longitude 75 - 18.0' W, was cleared with 63 feet effective depth.

There was no indication that any of these sand ridges were the wreck sought. The entire area was cleared with effective depths ranging from 57 to 72 feet. The item is considered as completed without finding the obstruction.

Delete wreck & curve
add soundings - No 11 N. pr.

Kenneth S. Uln, Commander, C&GS,
Comd'g. Ships PARKER-BOWEN-STIRNI.

cc: Norfolk District Office - 2

Copies sent to 22

H.O.

C.G.

C.O.F.E.

H.O.N.M. 26 6/30/56

Receipt ack. by form ltr. 6/13/56 jec.

436

JUN 7 1956

U. S. COAST AND GEODETIC SURVEY

Ships PARKER-BOWEN-STIRNI
418 Post Office Building
Norfolk 10, Va.

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

8 June 1956

TO: THE DIRECTOR
Coast & Geodetic Survey
Washington 25, D. C.

SUBJECT: Report on wrecks - Project No. 1377. L-93(1955), L-132(1956)

REFERENCE: Paragraph 18, Instructions dated 28 January 1955.

Item 22 - Wreck No. 639 - U. S. Tanker BYRON D. BENSON (7,953 tons).

This wreck was located by sonar search in Latitude $36^{\circ} 08.93' N$,
Longitude $75^{\circ} 14.65' W$.

The drag hung at 66 feet effective depth and the least depth obtained
by the tender was 61 feet in general depths of 90 feet.

This wreck was cleared with an effective depth of 58 feet.

Depths are based on observed tides at Kittyhawk pier, N. C.

Item 3b - Wreck No. 866 - Barge (5,152 tons).

This wreck has two charted positions :

1. H. O. Position in Latitude $36^{\circ} 18' N$, Longitude $75^{\circ} 03' W$.
2. F. E. 3 - 1945 in Latitude $36^{\circ} 16.1' N$, Longitude $74^{\circ} 51.1' W$.

A sonar search was made for a radius of two miles from Position 1 and
no contacts were obtained.

The area was cleared with effective depths ranging from 101 to 105 feet
in general depths ranging from 120 to 150 feet. It is recommended that
the wreck charted at this position be deleted.

A sonar search will be made at position 2 in an attempt to verify the
existence of the wreck and obtain a least depth. The area will not be
dragged unless a least depth of around 100 feet is obtained because our
present equipment is limited to effective depths of about 100 feet. This
wreck has been reported in 225 feet of water with a least depth of 165 feet
by fathometer see L-546(1956)

cc: Norfolk District Officer

Kenneth S. Ulin 1109-8/23/56-GFU
Cdr., CAGS
Chief of Party

Receipt ack. by form ltr. 6/27/56 jec

JUN 12 1956

462

(1956)

copies sent to
H.O.
C.G.
C.O.E.
22

N.D.N.M.

27 7/7/56

C.L. 491 (1956)

(2)

cleared. It is recommended that the wreck be deleted from the chart. Depths are based on observed tides at Kittyhawk Fishing Pier, N. C.

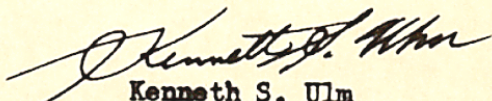
Charted 1109
1000 ✓

ITEM 23 - WRECK NO. 405 - YORK (1600 Tons).

L-93(1109)

This wreck was located by sonar in Latitude 36-04.05' N. Longitude 75-13.68' W. A least depth of 76 feet was obtained by fathometer in general depths between 91 and 95 feet. The wreck was cleared with 74 feet effective depth. It is recommended that the old charted position be deleted and the new position charted as cleared with 74 feet. Depths are based on observed tides at Kittyhawk Fishing Pier, N. C.

See Review



Kenneth S. Ulm
Commander, C&GS
CHIEF OF PARTY

cc: Norfolk District Officer

✓ ✓ NOV 28 7/14/56

TIDE NOTE FOR HYDROGRAPHIC SHEET

Chart Division: R. H. Carstens

24 July 1957

Plane of reference approved in
9 volumes of sounding records for

HYDROGRAPHIC SHEET F E No. 16 (1957)

Locality East of Bodie Island, N.C.

Chief of Party: K. S. Ulm in 1956

Plane of reference is mean low water, reading
2.5 ft. on tide staff at Kittyhawk
13.9 ft. below B.M. 1 (1956)

Height of mean high water above plane of reference is
3.2 feet.

Condition of records satisfactory except as noted below:


Signature

Chief, Tides Branch

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. ~~F.E.~~ No. 16-1957 WD.

Records accompanying survey:

Boat sheets ..3...; sounding vols. ..5...; wire drag vols. 4....;
bomb vols.; graphic recorder rolls 6-Envelopes
special reports, etc. 1-Descriptive report.....
.....

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet		WD	589
		2.6	8.8
Number of positions checked		61	10
	
Number of positions revised		0	1
	
Number of soundings revised (refers to depth only)		...	0
Number of soundings erroneously spaced		...	0
Number of signals erroneously plotted or transferred		...	0
Topographic details	Time	...	0
Junctions	Time	...	0
Verification of soundings from graphic record	Time	...	1
Verification by <i>[Signature]</i>	Total time	27	Date 11-21-57
Reviewed by <i>[Signature]</i>	Time	7	Date 11-22-57

Review of Field Examination No. 16, 1957

The field examination was made in compliance with Instructions for Project CS-377, dated 28 January 1955. The project number was subsequently changed to 1377.

The purpose of the examination was to verify or disprove the existence of wrecks Nos. 405, 406, 635, 639, 865 and item No. 26.

Wrecks Nos. 406, 865 and Item No. 26 were not found.

Wreck No. 639 located in lat. $36^{\circ}08.96'$, long. $75^{\circ}14.68'$, was hung by a wire drag set to an effective depth of 66 ft., and was cleared by a wire drag set to an effective depth of 58 ft. A sounding of 60 ft. was obtained on the wreck. *ch 1109*

Wreck No. 405 was located in lat. $36^{\circ}03.98'$, long. $75^{\circ}13.64'$, by sonar. A sounding of 76 ft. was obtained on the wreck. The wreck was not hung by wire drag. However, a wire drag set to an effective depth of 74 ft. cleared the wreck. *ch 1109*

Wreck No. 635 was located in lat. $35^{\circ}50.74'$, long. $75^{\circ}33.36'$, by a wire drag set to an effective depth of $15\frac{1}{2}$ ft. A sounding of 15 ft. was obtained on the wreck. ✓ The wreck was not cleared by the wire drag.

A hydrographic reconnaissance was made of the area in the vicinity of wreck 865. Critical depths from this survey were transferred in green colored ink to the wire-drag survey of wreck 865. No corrections were applied to the soundings, all of which were obtained by a fathometer.

The results of the field examination are plotted on the accompanying 6 sections of the boat sheets.

A comparison between charts 1229, dated 15 April 1957, and 1109, dated 26 August 1957 and the field examination shows no conflicts between the charted depths and the effective wire-drag depths or hydrography of the field examination, except as follows:

The 50-ft. sounding charted on chart 1229 in lat. $36^{\circ}01.0'$, long. $75^{\circ}30.0'$, from advance information of the field examination (Chart letter 546, 1956), was cleared by a wire-drag set to an effective depth of 60 ft. The 50-ft sounding, therefore, is considered to

FE 16, 1957 - 2

be nonexistent. Soundings of 65 ft. and 56 ft., however, were obtained in lat. $36^{\circ}01.20'$, long. $75^{\circ}29.70'$ and lat. $36^{\circ}00.06'$, long. $75^{\circ}29.32'$, respectively, and it is recommended that these soundings be charted.

The Descriptive Report adequately covers all other matters pertaining to this examination. No further discussion is considered necessary.

Reviewed by: I. M. Zeskind
Nov. 22, 1957

Inspected by: R. H. Carstens

*see Ch. L. 440 (1960) for
soundings*

PROCESSING OFFICE NOTES
FOR

WIRE DRAG WRECK INVESTIGATION PBS-4156WD

GENERAL

This survey was received at this Office with all wire drag records processed, and all drag strips inked on the Guide Launch sheet by the Field Party.

Descriptive reports, covering the 1956 season work on this project, have not been received from the field. *Copies of chart letters providing advance information of the investigation are attached*

Norfolk, Va.
13 June 1957

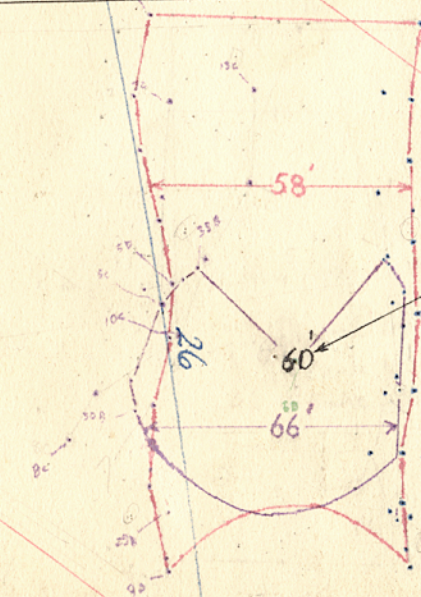
Respectfully submitted,
Hugh L. Proffitt
Hugh L. Proffitt
Cartographer.

FIELD EXAMINATION No. 16, 1957
WIRE DRAG WRECK INVESTIGATION
EAST OF BODIE ISLAND, N.C.

Scale: 1-40,000
Effective wire-drag depths at M.L.W.
Sheet 1 of 6

(FL W) "TA"
W 40Y
RADAR REF
NAVY Maint'd

WRECK No. 639 (Byron D. Benson)
Actual Sounding 60ft
Cleared by 58ft



26

28

30

14'

75° 12'

28

WRECK No 405 (York)
ACTUAL Sounding 76ft
CLEARED by 74 ft

04'

Bodie

Whistle buoy
(QK FLG.) "B"

10 April '56

24 June '56

36° 02'

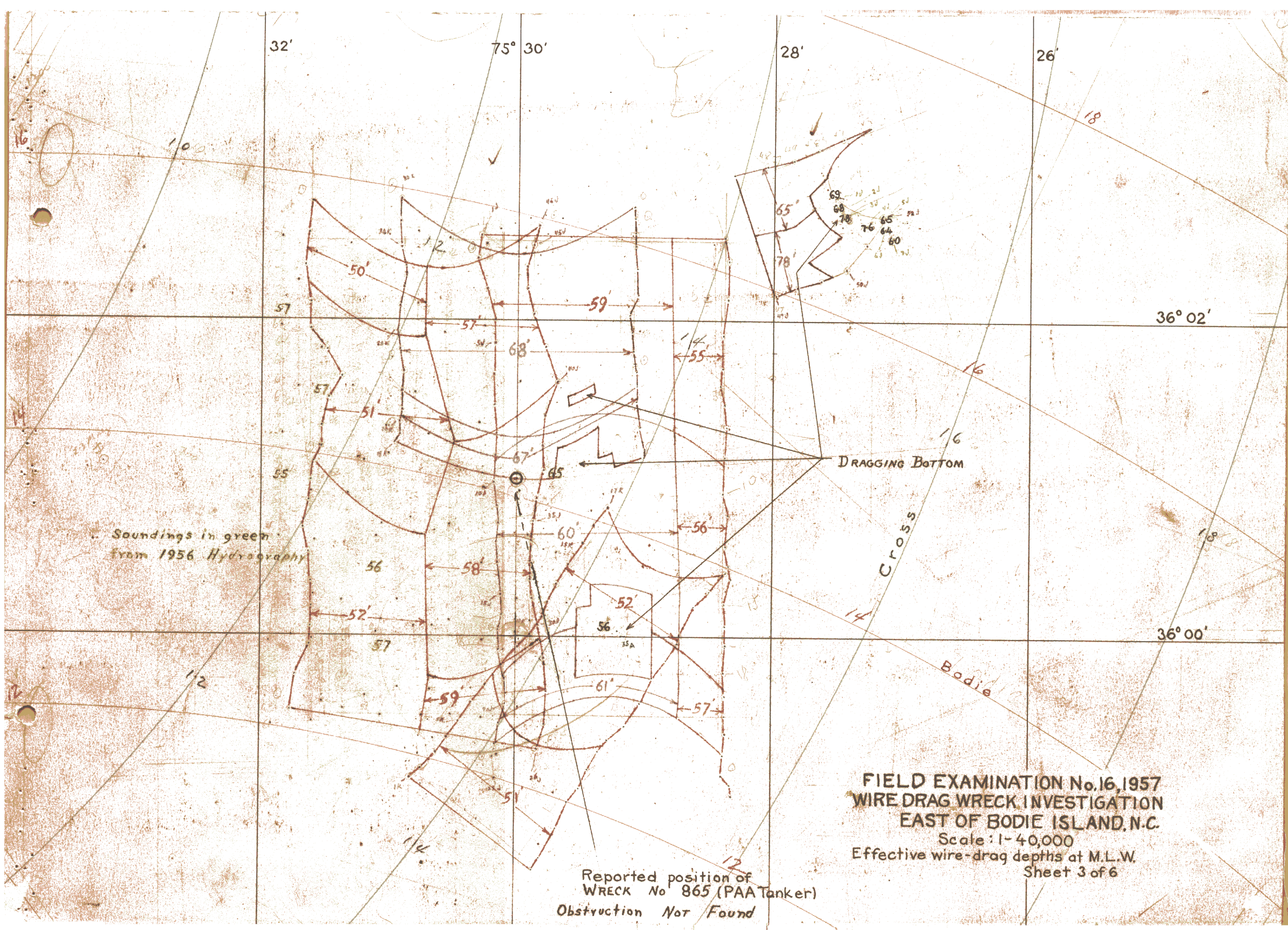
Cross

FIELD EXAMINATION No. 16, 1957
WIRE DRAG WRECK INVESTIGATION
EAST OF BODIE ISLAND, N.C.

Scale: 1-40,000

Effective wire-drag depths at M.L.W.

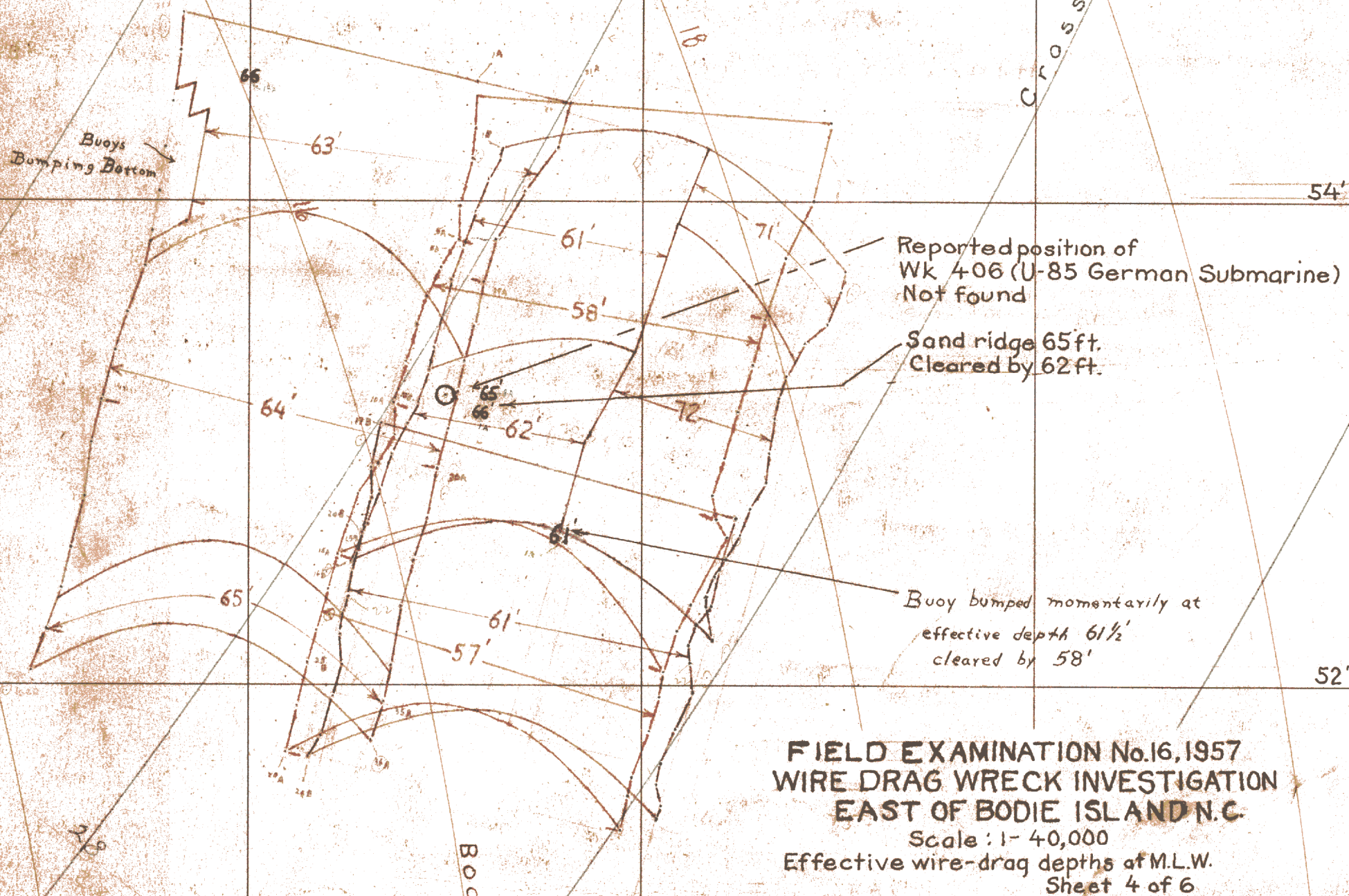
Sheet 2 of 6



Soundings in green
from 1956 Hydrography

FIELD EXAMINATION No. 16, 1957
WIRE DRAG WRECK INVESTIGATION
EAST OF BODIE ISLAND, N.C.
Scale: 1-40,000
Effective wire-drag depths at M.L.W.
Sheet 3 of 6

Reported position of
WRECK No 865 (PAA Tanker)
Obstruction Not Found



34' 06

32'

75° 30'

28'

26'

See Ch. L 440 (1960) for soundings

54'

16

Buoy #8 Bumped momentarily at 28' effective depth cleared by 26'

04

18

WRECK NO 635 (Name unknown)
long 15.5'
least depth 15'
NOT CLEARED

20

04

Item 26 Obstruction Reported NOT FOUND

35° 52'

Cross

Buoy 13 bumped momentarily Actual sounding 45 ft.

24

Buoy No 2 bumping

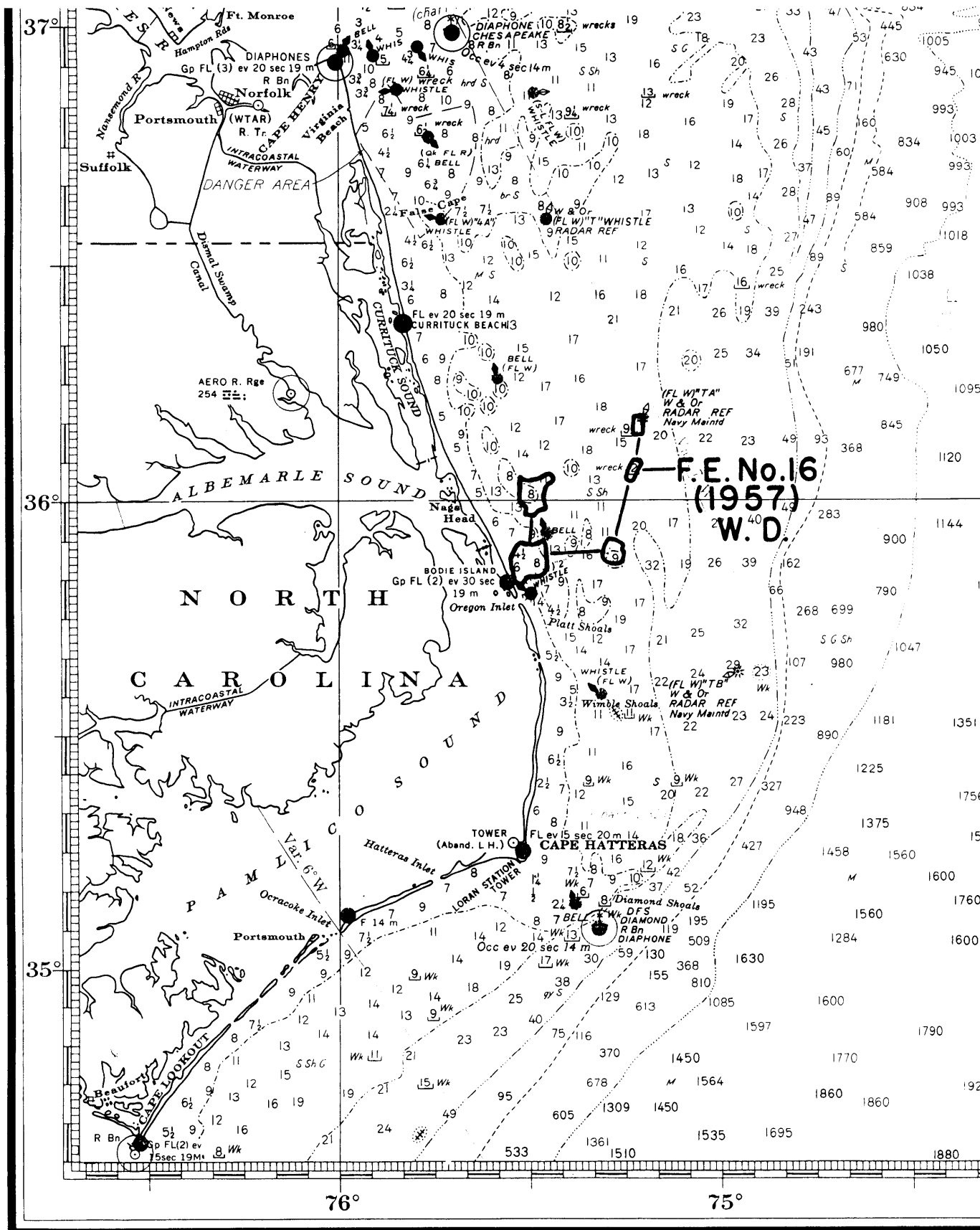
Buoy No 5 bumping

02

02

BODIE ISLAND L.H.

FIELD EXAMINATION No. 16, 1957
WIRE DRAG WRECK INVESTIGATION
EAST OF BODIE ISLAND, N.C.
Scale: 1-40,000
Effective wire-drag depths at M.L.W.
Sheet 5 of 6



13th Ed., Nov. 14/49; Revised 2/11/57

1000 PRICE \$1.00

NAUTICAL CHARTS BRANCH

SURVEY NO. F.E.No. 16-1957
Wire Drag.

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.